







## NOTICE TO CONSIGNEE.

"SHIRE" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S. S. "DENNIGHISIDE,"  
FROM HAMBURG, ANTWERP, LONDON,  
PENANG, AND SINGAPORE.CONSIGNERS of cargo are hereby informed  
that Agents for the above Corporation, are  
to be found at their risk, into the Goods  
of the Kowloon Wharf & Gordon Company  
at Kowloon, whence and/or from thence  
delivery may be obtained.Optional cargo will be forwarded unless notice  
to the contrary be given before 4 P.M. TO  
DAY.No claim will be admitted after the Goods  
have left the Corral, and all Goods remaining  
after the 22nd instant, will be subject to re-All claims against the steamer, will be pre-  
sented to the undersigned on or before the 22nd  
instant, or they will not be recognized.

Fire Insurance has been effected.

Bill of Lading will be countersigned by

ADAMSON, BELL &amp; CO., Agents.

Hongkong, 16th December, 1887. [13]

## INSURANCES.

THE LONDON ASSURANCE  
INCORPORATED BY ROYAL CHARTER OF HIS  
MAJESTY KING GEORGE THE FIFTH.

A.D. 1720.

The Undersigned having been appointed  
Agents for the above Corporation, are  
prepared to grant Insurance as follows:

MARINE DEPARTMENT.

Policies at current rates, payable either here,  
in London, or at the principal Ports of India,  
China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at  
current rates.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000,  
at reduced rates.

HOLLIDAY, WISE &amp; CO.

Hongkong, 26th July, 1872. [13]

CALEDONIAN FIRE AND LIFE  
INSURANCE COMPANY.

ESTABLISHED 1865.

THE Undersigned having been appointed  
Agents for the above Company are pre-  
pared to issue Policies of Insurance against Fire  
on the usual terms.

AROLD, KARBERG &amp; CO.

Hongkong, January, 1882. [198]

FIRE INSURANCE COMPANY, OF 1877  
IN HAMBURG.The Undersigned, Agents of the above  
Company, are Prepared to ACCEPT  
RISKS at Current Rates.

PUSTAU &amp; CO., Agents.

Hongkong, 18th January, 1882. [117]

THE CHINA FIRE INSURANCE COM-  
PANY, LIMITED.HEAD OFFICE—HONGKONG.  
CAPITAL TWO MILLION DOLLARS.  
PAID-UP CAPITAL \$ 400,000.  
TOTAL ASSETS 1,280,000.  
CLAIMS PAID EXCEED 53,000.  
RISKS accepted at CURRENT RATES OF  
PREMIUM.

JAS. B. COUGHTRE, Secretary.

Hongkong, 1st September, 1887. [72]

THE MAN OF INSURANCE COM-  
PANY, LIMITED.

HEAD OFFICE—HO CHONG.

CAPITAL (\$UBSCRIBED), \$1,000,000.

BOARD OF DIRECTORS.  
IUM SIN SANG, Esq.  
HAN HU, Esq. YOW CHONG FENG, Esq.  
CHAN LI CHAO, Esq. Q. HOI CHUN, Esq.The Company GRANTS POLICIES ON  
MANUFACTURERS to all parts of the World,  
payable at any of its Agencies.Contributor Dividends are payable to all  
Contributors of Business, whether they are  
Shareholders or not.

WOO LIN YUEN, Secretary.

HEAD OFFICE, No. 2, Queen's Road West, 1782

Hongkong, 13th March, 1887.

TRANSATLANTIC FIRE INSURANCE  
COMPANY OF HAMBURG.The Undersigned, having been appointed  
Agents for the above Company, are prepared to  
ACCEPT RISKS against FIRE at Current  
Rates.

SIEMSEN &amp; CO., Agents.

Hongkong, 10th November, 1872. [14]

NOTICE.

QUEEN FIRE INSURANCE  
COMPANY.The Undersigned, Agents for the above Com-  
pany, are prepared to ACCEPT RISKS  
against FIRE at Current Rates.

DOUGLAS LAPRAIK &amp; CO., Agents.

Hongkong, 18th July, 1887. [60]

PHENIX FIRE OFFICE

The Undersigned are now prepared to  
GRANT POLICIES of INSURANCE AGAINST  
FIRE at Current Rates.

NORTON &amp; CO., Agents.

Hongkong, 1st August, 1887. [68]

GENERAL LIFE AND FIRE  
ASSURANCE COMPANYThe Undersigned having been appointed  
Agents for the above Company, are prepared to  
GRANT POLICIES against FIRE AND LIFE at Current  
Rates.

SIEMSEN &amp; CO., Agents.

Hongkong, 10th November, 1872. [14]

NOTICE.

SQUARE BOTTLE WHISKY

NAPOLI JOHNSON'S BLEND,

Support Quality.

CUTLER, PALMER &amp; CO.'S SELECTION.

To LANE CRAWFORD & CO.,  
Hongkong.

1884.

TOP OF ICE HOUSE.

PHOTOGRAPHY.

H. UENO, JAPANESE PHOTOGRAPHER,  
well known in Nagasaki, will OPEN A  
STUDIO, on THURSDAY, the 1st December,  
1887.TOP OF ICE HOUSE,  
Queen's ROAD.

Hongkong, 25th November, 1887. [229]

A SHING.

PHOTOGRAPHER,  
No. 8, Queen's ROAD.Opposite the TELEGRAPH OFFICE,  
HONGKONG.

Hongkong, 2nd July, 1887. [127]

The Undersigned have been appointed  
Agents for the Sale of their Goods in  
Hongkong and China by Messrs. J. & R. TEN-  
NENT, Glasgow, and Nosses. DAVID CORSON &  
BONS, ABRAMSON.

AROLD, KARBERG &amp; CO.

Hongkong, January, 1887. [21]

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NENT, Glasgow

# MAIL SUPPLEMENT TO THE HONGKONG DAILY PRESS.

HONGKONG, TUESDAY, DECEMBER 20TH, 1887.

## THE STORY OF THE "LORNE."

The circumstances attending the loss of the British steamer *Lorne* are somewhat exceptional. This latest story of the sea seems at once so dramatic and its method, if sombre and its bright side. There was a melancholy loss of life which might have been prevented; there was a display of gross selfishness on the part of the Malay crew and of generous consideration on the part of the Chinese who surrounded the nearly abandoned survivor. The story of the disaster is briefly as follows. The *Lorne* left Saigon on the 29th November with a cargo of rice for Hongkong. All went well up to midnight of the 4th December, when without a moment's warning she suddenly struck on an unknown sunken rock, holed at that time off the east coast of Hainan some forty or fifty miles from shore. The night was clear and bright, the weather fairly fine. The ship immediately began to fill, and before the boats could all be got out she was settling down to deep water. One boat which was lowered capsized and four Chinese were drowned. This accident, combined with the settling of the vessel, seems to have struck with panic the Chinese passengers and the Malay crew. A rush to the other boats followed, the Malays and Chinese crowding them, and one pushed off from the sinking ship and would seem to have got out of reach as fast as the occupants could make it go. The other was being pulled off, but a coloured quartermaster held on by the davit-tackles until the second officer got in. The captain, the rest of the officers, a European passenger, and some few Chinese were left on board the doomed vessel. They blew the whistle and rang the bells in vain appeal to the boats to come back; vainly, too, did Mr. Newbold, the second officer, urge the Malays in his boat to pull back to the ship, either they could not or they would not. Mounting the *Lorne* sank beneath the wave, and those on board were left hanging to broken boat waiting for the assistance that never came. One by one they dropped off, worn out by fatigue, cold, and saturation, until only the third officer and second and third engineers appear to have been left alive. Mr. Nethersole, the third engineer, then swam off to another boat which was in a better condition, in the belief that others were following him, but either they did not equal the effort or perished in making the attempt. In any case they did not join him, and he saw them no more, the high seas effectively hiding them from his view if they were still clinging to the broken boat. There is a slender chance that these wights may have been picked up by one of the numerous junks that Mr. Nethersole noted in the vicinity, but it is only a chance.

Unfortunately, however, it is not every junk master displays the spirit of the Samaritan-like that worthy fellow who so kindly saved and tended the nearly exhausted survivor, whose piffling narrative we published in Saturday's issue. No persons could have shown greater or truer charity and kindness of heart than was extended by the Chinese mariners to the shipwrecked stranger chance three in their way. They not only rescued and fed him, but they gave him of their best, attended to his needs with sympathetic care, and when they had safely landed him the honest junkmaster at parting pressed upon his acceptance 400 cash for his necessities. It was only forty cents, reader, but the sum was a large one to these simple people, who handle little money, and the modest offering was accompanied by regret that the donor had no more to give. Measured by money value the gift was small, perhaps; regarded as the outcome of a fine compassion for the distressed—that touch of nature that makes the whole world kin—it was a noble and unselfish act—one that tends to raise our faith in human nature and the common brotherhood of man. Indeed, it is in contemplation of the conduct of the Chinese junk-people, of the Chinaman *At Kee*, and of the Hainan mandarins that we discover the bright side to this lamentable disaster. It is pleasant to hear of stranded foreigners meeting with kindred and even generous treatment in an island which some years ago had a reputation for the inhospitable and cruel reception accorded to mariners who were an unfortunate case to be cast upon its coasts. Inter-course with foreigners has evidently done something to dissipate the violent hostility entertained former times against the foreigner in Hainan. While it is most satisfactory to be able to record our high appreciation of the conduct of these people, it is with regret we have to comment adversely on the behaviour of the Malay members of the crew of the *Lorne*. All these men were saved, and in preserving their precious skins they took full heed of the dangers to which others were exposed, and it is to be feared they cared little about leaving the captain and officers to perish on the wreck. The Chinese passengers who crowded into the boats had the excuse which terror and ignorance of the sea gives, and the fact that they owed no particular obedience to the captain and officers. The Malays had no such excuse, and moreover they acted in direct disobedience of orders both afloat and ashore encouraging the safety and comfort of their party of pure selfishness. Cowards and the notion of self-preservation are not peculiar to any race or nation, but, wherever and whenever displayed to the detriment and at the expense of others, they must be severely and毫不容情地 condemned. In like manner the opposite qualities will fail to win, especially when developed by a race endowed with callous indifference to suffering and a general want of sympathy with affliction.

## THE NECESSITY FOR FIRE INSURANCE IN HONGKONG.

The inquest relative to the deaths of the four persons who lost their lives at the fire at *WHITELEY'S*, which had been adjourned to allow of efforts being made to secure evidence as to the origin of the fire, has resulted in a verdict to the effect that "although there was not sufficient evidence to show how the fire originated, yet the jury were of opinion that it was the work of an incendiary or incendiaries." To this verdict they appended the following rider:—"First, that the present state of the law, in regard to fires is most unsatisfactory, inasmuch as it would have allowed the fire at *Mr. Whiteley's* premises to have passed without any official inquiry but for the deaths resulting therefrom. Secondly, that provision should be made by law for an official inquiry into the origin and circumstances of all fires. Thirdly, that such an inquiry would tend to diminish the frequency of fires, by making felony more easy of detection and by bringing public notice, if not punishment, on persons responsible for fires arising from carelessness or want of precaution. Fourthly, that the information and statistics which would result from fire inquiries would determine the Convention of 1856 upon which it is based. Thereupon Her Majesty's

Government have determined to continue the privilege to the steamer in question during the currency of the Convention, and this Ordinance is accordingly introduced to give effect in Ceylon to that decision." Under these circumstances he put it to the hon. members who had on previous occasions opposed the concession whether they might not now, fairly and properly, be expected to acquiesce in the present Ordinance. The point raised in Hongkong, it will be observed, is entirely ignored by the hon. gentleman, probably because it had never occurred to him or been brought to his notice. That point was that the granting of the status of men-of-war to foreign mail steamers gives them an advantage over other steamers, including British steamers, competing with them on the same lines in the carriage of cargo and passengers. In these days of keen competition no one can afford to see a rival secure an unfair advantage, and the status of men-of-war conferred on foreign mail steamers carries with it, it is urged, a certain prestige which has a material value. Beyond this the only effect of the status, under the limitation mentioned by the Secretary of State, seems to be that it allows of the conveyance of prisoners on these vessels without bringing them under British law when they enter a British port. This is urged, could be effected by an Ordinance specially directed to this point without conferring a special status on the vessels of particular lines, and the point is one the Hongkong Chamber have thought worth agitating. The report of the meeting of the Ceylon Legislative Council to which we have referred appears only in the last received papers, although it was held in October. The Bill was read a first time unopposed, and would presumably come on for second reading at the following meeting. The report of the latter has not yet reached us, but as it appears that the unofficial members had on previous occasions opposed the annual Bills, it is hardly likely that they would allow the present one to pass without some discussion, especially if they have been placed in possession of the views entertained in Hongkong. If the legislatures of the various colonies take similar action to that taken here, and refuse to pass the Bill except for a limited term and that only under protest, the home Government may be induced to see the matter in the same light, but it is evident there has been no change in their policy as yet, for they must have had ample time after receiving communications from Hongkong to countermand the orders as to the introduction of the Ceylon Bill in the form in which it has been presented.

## A FOREIGN CRITIC ASTRAY.

Certain mischievous writers in the Continental Press are in the habit of attempting to make capital by stirring up national prejudices in cases of commercial rivalry. French journals not infrequently dwell on the hostility of the English to Gallic enterprise, notwithstanding the fact that in all British ports French ships are entitled to exactly the same privileges as English ships, while in certain French ports, as in Cochinchina, differential duties are imposed. From the French Press we are accustomed to this sort of thing, but hitherto we have not seen much of it in the German Press. We have before us, however, a case of the kind. A correspondent of the German commercial journal *Export*, writing from Shanghai, says:

"The passages traffic in German steamers between the ports of South China and the Settlements has increased in a satisfactory manner. That this circumstance is due to the fact that the British are not to blame, but the attention on the German marine service of this in the English Press and even in official publications are incomprehensible. For instance, the British Consul in Amoy, in Verona, March 22, writes:—'I must also mention that recently a constantly increasing number of German steamers have taken passengers from here to Singapore. That steamship traffic in any sense can cost less than from our own country.' But the attention on the German marine service of this in the English Press and even in official publications are incomprehensible. For instance, the British Consul in Amoy, in Verona, March 22, writes:—'I must also mention that recently a constantly increasing number of German steamers have taken passengers from here to Singapore. That steamship traffic in any sense can cost less than from our own country.'

This passage from the German Press is calculated to bewilder any very fair impression. No hostility has been shown to Germany; all that was asked was that they should not be accorded advantages over British vessels. The reason that German vessels were at one time chartered at higher rates than British was that they were allowed to carry more passengers. The statement that "it will be difficult to persuade any one that the inspectors appointed by the British Government in the colonies in the Far East do not examine German vessels as thoroughly as they do the British," is absurd in face of the fact that the said inspectors are appointed by the Royal Legislative Council itself.

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## MAIL SUPPLEMENT TO THE "HONGKONG DAILY PRESS," DECEMBER 20, 1887.

between *Leek* and *Shamrock*, the result hanging in the balance till close to the winning post, when Thompson's boat, the *Shamrock*, spurted ahead winning by about three-quarters of a length. Time, 8 min.

*BELLIS CUP*, presented by E. R. Bellis, Esq., for Junior four-oars; distance, one mile; entrance, \$10; first, 1st. "Leek."

Station No. 1—Black, Blue, and White Hoops. Bow, Holcombe ..... 1st. 4 lbs.  
No. 2. A. Duer ..... 1st. 10 lbs.  
No. 3. C. Ulger ..... 1st. 13 lbs.  
Stroke, F. H. Shepherd ..... 9st. 9 lbs.  
Cox, G. A. Caldwell ..... 8st. 7 lbs.

"Kornblume"—Second.

Station No. 4—White, Blue Fins, and Blue Cross on left Breast.

Bow, F. W. White ..... 1st. Sbs.  
No. 2. J. M. Loring ..... 1st. 5 lbs.  
No. 3. J. M. Loring ..... 1st. 5 lbs.  
Stroke, C. H. W. Kew ..... 1st. 8 lbs.

Cox, "Leek."

*Victor*"—Third.

Station No. 3—White, Blue Fins, and Blue Cross on left Breast.

Bow, F. W. White ..... 1st. Sbs.  
No. 2. J. M. Loring ..... 1st. 5 lbs.  
No. 3. J. M. Loring ..... 1st. 5 lbs.  
Stroke, C. H. W. Kew ..... 1st. 8 lbs.

Cox, "Leek."

*Thistle*"—Fourth.

Station No. 3—White, Blue Fins, and Blue Cross on left Breast.

Bow, F. W. White ..... 1st. Sbs.  
No. 2. J. M. Loring ..... 1st. 5 lbs.  
No. 3. J. M. Loring ..... 1st. 5 lbs.  
Stroke, C. H. W. Kew ..... 1st. 8 lbs.

Cox, "Leek."

*Leek* held the lead throughout the race.

*Shamrock* was little or no wind to feed the hungry sail, which were set in full array, and the boats drifted a distance of only a few hundred yards.

When abreast the Harbour Office "general call" was noticed aboard all ships. For the erratic nature of the wind necessitated a gibe. This was followed in good form and our skipper, who had been sailing with the *Leek*, was soon on the port side. The *Naoim* got hung up just here, and the smaller boats lost her behind some distance but still near enough to be dangerous. On opening up the Sulphur Channel the slight wind played false and the order to gibe was again given, and for a minute the *Kathleen* took the lead. This arrangement did not last long, however, for the *Leek* was soon on gimbaling and cleared the way to the larger boat. A welcome breeze from the N.W. now favoured the race and the shippe bounded away for the mark boat off Cow-e-chow, which was rounded by the *Leek*.

Both crews were immediately on steering and gradually increased the distance until it was leading by about five lengths. The other three boats then came up. *Shepherd*, who had been springing his crew, now began to put the oars on and outdistancing the older crew came on level terms with *Melby*. For some unexplainable reason the *Leek* and the *Victor* had a lead of half a right of their own wind, and thus lost with a couple of lengths. *Shepherd* pulled up and won by a couple of lengths. *Melby*'s boat coming in second.

*SOLIDIUS AND SAILORS* Gave Race, distance one mile; entrance, \$1; first prize, \$15; second, \$5; time allowed for ours, 8 seconds per our.

Royal Engineers' Engineers ..... 1

Royal Artillery's Eastern Pride ...

Royal Engineers' Engineers' Lad ...

*Leek*—First.

*Leek* started off well at the start and made use of her advantage. *Engineers* however came up with *Hired Lines* holding her close, but *Hired Lines* lost ground and their chance half the course was covered. The race was then between *Engineers* and *Lancashire* *Lad*, and a fine race it proved. Both crews pulled well, but the pace seemed to fall a little. The *Kathleen* was well up to the mark, but the *Leek* and the *Ariel* were some 50 feet ahead. At another freshen-up from the S.W. *Leek* helped the yachts on in the direction of the finish, and the *Naoim* being well to windward passed the *Kathleen* and made up to the *Ariel*, an attention not accepted with favour for with the *Ariel*. *Perthie* in the direct line, but with a mark to the two sides, was well up to the mark. When the *Leek* was nearing the steamer, showed her bows to her opponents for the first time in the race. The *Kathleen* and *Hired Lines* gave up. The *Leek* was now the only boat off Cow-e-chow, which was rounded by the *Leek*.

*Leek* and *Leander* were attempting to pull up but *Leek* had a good deal in hand and eventually won by five lengths. Time, 7 min.

*Lily*"—First.

Station No. 1—Black and Red Stripes.

Bow, G. C. Master ..... 1st. 6 lbs.

Stroke, C. H. W. Kew ..... 1st. 8 lbs.

Cox, M. Fredericks ..... 7st. 11 lbs.

"Maud"—Second.

Station No. 1—Light-blue and White.

Bow, H. J. Stewart-Lockhart ..... 1st. 6 lbs.

Stroke, E. Friedrichs ..... 1st. 8 lbs.

Cox, W. Stopani ..... 5st. 15 lbs.

"Eileen"

Station No. 2—Black, Blue and Red Hoops.

Bow, G. C. Master ..... 1st. 6 lbs.

Stroke, F. H. Shepherd ..... 1st. 8 lbs.

Cox, G. A. Caldwell ..... 7st. 11 lbs.

"Kathleen"—Third.

Station No. 3—Black and Red Stripes.

Bow, E. B. Shepherd ..... 1st. 6 lbs.

No. 2. F. G. Nielsen ..... 1st. 8 lbs.

No. 3. H. Skott ..... 1st. 7 lbs.

Stroke, F. H. Hayler ..... 1st. 8 lbs.

Cox, G. A. Caldwell ..... 8st. 7 lbs.

"Kathleen"—Second.

Station No. 4—Black, Blue and Red Stripes.

Bow, E. B. Shepherd ..... 1st. 6 lbs.

No. 2. F. H. Hayler ..... 1st. 8 lbs.

No. 3. H. Skott ..... 1st. 7 lbs.

Stroke, F. H. Hayler ..... 1st. 8 lbs.

Cox, G. A. Caldwell ..... 8st. 7 lbs.

"Kathleen"—First.

Station No. 5—White, Black Sash.

Bow, G. C. Master ..... 1st. 6 lbs.

No. 2. H. N. Thompson ..... 1st. 8 lbs.

No. 3. E. Withers, Jr. ..... 1st. 7 lbs.

Stroke, H. N. Thompson ..... 1st. 8 lbs.

Cox, G. A. Caldwell ..... 8st. 7 lbs.

"Kathleen"—Second.

Station No. 6—Black, Blue and Red Stripes.

Bow, G. C. Master ..... 1st. 6 lbs.

No. 2. L. Connor ..... 1st. 8 lbs.

No. 3. R. E. Withers, Jr. ..... 1st. 7 lbs.

Stroke, H. N. Thompson ..... 1st. 8 lbs.

Cox, G. A. Caldwell ..... 8st. 7 lbs.

"Kathleen"—Second.

Station No. 7—White, Black Sash.

Bow, G. C. Master ..... 1st. 6 lbs.

No. 2. H. N. Thompson ..... 1st. 8 lbs.

No. 3. E. Withers, Jr. ..... 1st. 7 lbs.

Stroke, H. N. Thompson ..... 1st. 8 lbs.

Cox, G. A. Caldwell ..... 8st. 7 lbs.

"Kathleen"—Second.

Station No. 8—White, Black Sash.

Bow, G. C. Master ..... 1st. 6 lbs.

No. 2. H. N. Thompson ..... 1st. 8 lbs.

No. 3. E. Withers, Jr. ..... 1st. 7 lbs.

Stroke, H. N. Thompson ..... 1st. 8 lbs.

Cox, G. A. Caldwell ..... 8st. 7 lbs.

"Kathleen"—Second.

Station No. 9—White, Black Sash.

Bow, G. C. Master ..... 1st. 6 lbs.

No. 2. H. N. Thompson ..... 1st. 8 lbs.

No. 3. E. Withers, Jr. ..... 1st. 7 lbs.

Stroke, H. N. Thompson ..... 1st. 8 lbs.

Cox, G. A. Caldwell ..... 8st. 7 lbs.

"Kathleen"—Second.

Station No. 10—White, Black Sash.

Bow, G. C. Master ..... 1st. 6 lbs.

No. 2. H. N. Thompson ..... 1st. 8 lbs.

No. 3. E. Withers, Jr. ..... 1st. 7 lbs.

Stroke, H. N. Thompson ..... 1st. 8 lbs.

Cox, G. A. Caldwell ..... 8st. 7 lbs.

"Kathleen"—Second.

Station No. 11—White, Black Sash.

Bow, G. C. Master ..... 1st. 6 lbs.

No. 2. H. N. Thompson ..... 1st. 8 lbs.

No. 3. E. Withers, Jr. ..... 1st. 7 lbs.

Stroke, H. N. Thompson ..... 1st. 8 lbs.

Cox, G. A. Caldwell ..... 8st. 7 lbs.

"Kathleen"—Second.

Station No. 12—White, Black Sash.

Bow, G. C. Master ..... 1st. 6 lbs.

No. 2. H. N. Thompson ..... 1st. 8 lbs.

No. 3. E. Withers, Jr. ..... 1st. 7 lbs.

Stroke, H. N. Thompson ..... 1st. 8 lbs.

Cox, G. A. Caldwell ..... 8st. 7 lbs.

"Kathleen"—Second.

Station No. 13—White, Black Sash.

Bow, G. C. Master ..... 1st. 6 lbs.

No. 2. H. N. Thompson ..... 1st. 8 lbs.

No. 3. E. Withers, Jr. ..... 1st. 7 lbs.

Stroke, H. N. Thompson ..... 1st. 8 lbs.

Cox, G. A. Caldwell ..... 8st. 7 lbs.

"Kathleen"—Second.

Station No. 14—White, Black Sash.

Bow, G. C. Master ..... 1st. 6 lbs.

No. 2. H. N. Thompson ..... 1st. 8 lbs.

No. 3. E. Withers, Jr. ..... 1st. 7 lbs.

Stroke, H. N. Thompson ..... 1st. 8 lbs.

Cox, G. A. Caldwell ..... 8st. 7 lbs.

"Kathleen"—Second.

Station No. 15—White, Black Sash.

Bow, G. C. Master ..... 1st. 6 lbs.

No. 2. H. N. Thompson ..... 1st. 8 lbs.

No. 3. E. Withers, Jr. ..... 1st. 7 lbs.

Stroke, H. N. Thompson ..... 1st. 8 lbs.

Cox, G. A. Caldwell ..... 8st. 7 lbs.

"Kathleen"—Second.

Station No. 16—White, Black Sash.

Bow, G. C. Master ..... 1st. 6 lbs.

No. 2. H. N. Thompson ..... 1st. 8 lbs.

No. 3. E. Withers, Jr. ..... 1st. 7 lbs.

Stroke, H. N. Thompson ..... 1st. 8 lbs.

Cox, G. A. Caldwell ..... 8st. 7 lbs.

"Kathleen"—Second.

Station No. 17—White, Black Sash.

Bow,